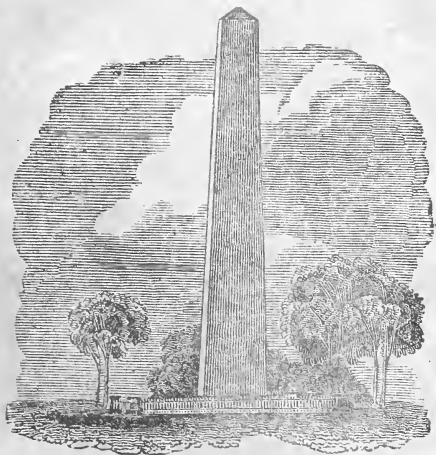


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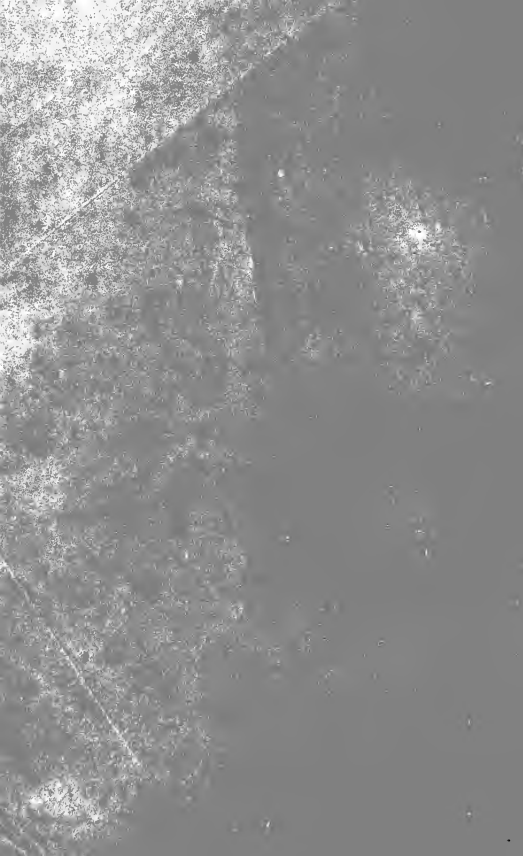
UNKER-HILL



G U I D E .

For the use of Strangers visiting the Monument.

1864.



THE
STRANGER'S GUIDE;
OR
EXPLANATIONS
OF THE
LOCATIONS, OBJECTS, ETC.,
AS SEEN FROM THE
BUNKER HILL MONUMENT.



CHARLESTOWN:
PRINTED FOR J. B. GOODNOW.

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Gift
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VIEWS.

INTRODUCTION.

IN pointing out the different views from the top of this monument, it becomes necessary to adopt a systematic course, in order that the spectator may understand the location of the different objects, &c., pointed out in this Guide. For this purpose, you will commence with the window at the head of the stairs, marked overhead,

EAST.*

From this window can be seen the Navy Yard, which the spectator can easily distinguish by the large ship-houses; timber-sheds, &c., within it, and the wall that surrounds it.

On the north-side and nearly at the extreme left of the yard, may be seen the Ropewalk, said to be the longest and most perfect in the world. It is 1350 feet in length, and there is manufactured all the cordage used in the U. S. Navy.

The long buildings are Timber-sheds, wherein is stored timber for U. S. vessels. Those three large buildings in front are Ship-houses: the middle one contains the U. S. ship Virginia, a vessel of the largest size, and of beautiful model.

At the right of the ship-houses is seen the high chimney of the foundry and machine-shop, — its height is 239 feet: beyond is seen the sea-wall, on which is a battery of guns, and the flag-staff on which is raised the Commodore's flag. It is hoisted at nine o'clock in the morning,

* The sides of the Monument do not exactly coincide with the points of the compass.

and hauled down at sundown. Within the sea-wall is an extensive Timber Dock ; at the right of this may be seen the Engine-house and Workshop. Within this building are the Pumps for pumping out the Dry-dock ; these pumps are so capacious, that twelve hogsheads of water are said to be thrown off at one stroke ; and the time occupied in pumping out the dock, is about six hours. The Dry Dock can be seen distinctly from this window and it is capable of containing a ship of the largest size, and is constructed entirely of hewn granite. It is 385 ft. in length, 100 in width, and 33 in depth. At the right is the Long Block of Store Houses, &c., at the extreme end of which is the Navy Yard Gate, or principal entrance.

Persons visiting Boston and its environs, will be well repaid by spending an hour or two in the yard. Visitors are freely received every day, except on the Sabbath. It is about one mile in length, and contains some sixty acres. At the battle on this hill, the British troops landed not far from the lower ship-house.

As we extend our view across the Mystic River, (the body of water on our left,) the first object that meets the eye, is East Boston, formerly called Noddle's Island, and more recently William's Island. It is not, as it seems to be from the top, a peninsula, but really an island, being navigable for small craft entirely around it. It contained but one or two houses until 1832 ; since that time, it has attained its present size. This, with the other islands in the harbor, belong to Ward IV. of the city of Boston. At the left, and nearly over the lower ship-house, in the Navy Yard, may be seen the Foundry for the manufacture of railroad iron. In range of the flag-staff on the battery, is the East Boston Sugar-house ; and at the extreme right of this island, may be seen the landing place of the Cunard line of Steamers ; they may be readily distinguished by their tall red chimneys. At

this point, also, is the landing of the East Boston Ferry-boats, and the Depôt of the Eastern Railroad. Over this point can be seen George's Island, (formerly called *Georges Island*), on which is a fortress, called Fort Warren; and over the left side of this island, can be seen the Long Island Lighthouse, (upper light); and further down the harbor, may be seen the Boston (lower) Lighthouse. This cannot be seen except in clear weather; its range is a little to the left of the East Boston sugar-house.

Fort Independence, on Castle Island, is the first island that meets the eye, looking down the harbor, between Boston and East Boston. This fort has command of the channel, which passes directly under its guns, and is so narrow, that two large vessels cannot pass abreast. On this island is the dungeon in which the celebrated Stephen Burrows was at one time confined, and escaped by digging out, and knocking down the sentinel placed at the door of his cell. At the right of this is Thompson's Island, on which is the Farm School. The other most prominent islands in the harbor, are Deer, Spectacle, Rainsford, Moon, Nut, Sheep, Grape, Slate, Pumpkin, Pettick's, Gallop, Lovel's, George's, (fortified,) Brewsters, Calf, Apple, the Graves, and Green Islands; for the location and description of which, see Mallory's Panoramic View from Bunker Hill Monument. From this window, the spectator has a full view of Boston Harbor, one of the best, most commodious, and beautiful in the world. It extends from Nantasket to the city, and spreads from Chelsea and Nahant to Hingham, containing about seventy-five square miles, and is bespangled with upwards of one hundred islands and rocks.

These islands are gradually wearing away, and where large herds of cattle and flocks of sheep were pastured, some sixty or seventy years ago, "The ocean now rolls its angry billows, and lashes with an overwhelming

surge, the last remains of earth." We will now turn to the window at our right, marked,

SOUTH.

Before us stands Boston, "the city of notions," "the literary emporium of the western world," and sometimes appropriately called "the metropolis of New England." It is situated on a peninsula, about three miles in length, and one in breadth. Its surface is quite uneven, and swells into three eminences—Copp's, Fort, and Beacon Hills. Its Indian name was Shawmut, afterwards called Tri-Mountain, from which originates the name Tremont. It received its present name in honor of the Rev. John Cotton, who was an emigrant from Boston in England; and its name was confirmed by an Act of Court, September the 7th, 1630, O. S. It was incorporated a city in 1822. Present population, [1862,] about one hundred and eighty thousand. Boston is the second commercial city in the Union, and fifth in population. In 1648, all the inhabitants were accommodated in one church; and now there are nearly one hundred. There are over one hundred newspapers and magazines printed in the city; contains about one hundred and twenty charity and literary societies, eight hundred streets and avenues, and one hundred and sixteen wharves. The Burial Ground, seen on this side of Boston, and a little at the left, is on Copp's Hill, where was stationed the British artillery, during the battle.

The tomb of the renowned Increase and Cotton Mather is in this burial ground. The Gas Works may be seen near the end of the first bridge, which is the Charlestown (or old) Bridge. It was the first built in this country. Near this bridge is the place where two of the British vessels of war were stationed during the battle on

this hill. The next bridge, to the right, is Warren Bridge, near the terminus of which is the Fitchburg Railroad Depôt; the most splendid and commodious of the kind in Boston.

The next bridge is that of the Fitchburg Railroad; the next, of the Boston and Maine Railroad; the next, Boston and Lowell Railroad, and East Cambridge or Cragie's Bridge; the last being so near the former, it would be likely to be taken as one, without close observation. The next bridge, and leading from the west part of Boston, is Cambridge Bridge; the next is the Milldam or Western Avenue; and the next two, crossing each other, are the Boston and Worcester, or Western, and the Boston and Providence Railroads,—that turning to the right the former, and that to the left the latter. The State House is the most prominent edifice which the spectator beholds in Boston, its dome being two hundred and thirty feet above the level of the sea, affording a fine view of the city, the harbor, and the surrounding country, second to none, only from this monument.

South Boston is the first point beyond the city proper. Those white buildings near, and upon the first elevation towards the right, are the city buildings—House of Correction, Industry, Refuge, Alms, Insane Hospital, &c.

Upon the next elevation may be seen the Perkins Institution for the Blind. This elevation is Dorchester Heights, where Gen. Washington stationed his troops, immediately preceding the evacuation of Boston by the British. The fortifications may still be seen, a little at the right of the asylum.

We will now return to our starting point, i.e., the extreme point of South Boston, and in that direction, in the distance, can be seen Quincy, being distinguished for its extensive quarries of granite. The whole southwest part of the town, from the common, with few exceptions, is

one solid mass of granite, rising to the height of six hundred feet above the level of the sea. The Quincy Railroad, running from one of these quarries, was the first railroad constructed in the United States, being built by the Quincy Railroad Company, in 1826. Length, three miles ; cost, \$33,158 95, exclusive of land, wharf, and cars. One of the quarries is called the Willard, or Bunker Hill Quarry, from the circumstance that this monument was built of stone taken from this ledge. This town is noted, also, for being the residence of the late John Adams, and his son John Quincy Adams, both former Presidents of the United States. The Mansion is situated about half a mile northwest from the village.

To the right of this may be seen the towns of Dorchester and Milton ; the former was settled in June, 1630 — is about four miles from Boston ; Indian name, Mattapan.

Roxbury is the next town to the right, in the range of the western part of Boston. It was incorporated a town in 1630, and a city in 1847. It is connected with Boston by the "Neck," over which Washington street continues and is compactly built the entire length, being about two and a half miles.

Dr. Joseph Warren, Major-General in the armies of the United States, and who was killed in the battle on this hill, was a native of this town. The Roxbury Laboratory may be readily distinguished by its chimney, being two hundred and two feet in height.

Extending the eye still to the right, is seen Brookline ; one of the most pleasant towns that lie in the vicinity of Boston ; although but little of its beauties can be seen from the top they nevertheless exist ; and, one would enjoy a ride through and around it, and be delighted by the magnificence and variety of its scenery ; it is about five miles from the city, by way of the Western Avenue.

Charlestown, as viewed from the window, presents to

the spectator no lofty domes, or splendid edifices, but its general features present an interesting sight to the beholder, and such as needs no comment. Charlestown was settled in 1628, and incorporated a city in 1847; population in 1847, about 14,000; is the oldest town in Middlesex County.

The buildings on the bridge are, the Engine House, and Machine Shop of the Boston Maine Railroad Company. Still further, and a little to the right, is the Engine House of the Boston and Lowell Railroad. The scenery from this window is varied and beautiful, and the lovers of the sublime will find a rare feast while gazing from this side. We will now leave this, although reluctantly, and turn to the next, marked,

WEST,

And take for the starting point the State Penitentiary, in Charlestown, at the left, readily distinguished by its secure prisons, and high wall that surrounds it, all being built of massive stone. Directly across the water is seen East Cambridge, formerly called Cragie's Point; the bridge connecting it with Charlestown is called the Prison Bridge. Extending the eye still further, is seen Cambridge Port; this, with East Cambridge, forms a part of the city of Cambridge. Beyond the Port is Brighton, famous for its weekly cattle fairs. We will now come back to Charlestown, and start off in another direction. A little to the left, can be seen the Burial Ground in Charlestown; and one of its most prominent features is the "Harvard Monument," erected on the 16th day of September, 1828, by the graduates of the University of Cambridge, in honor of its founder, Rev. John Harvard, who died in Charlestown, September 26th, 1628.

Extending the view across the water, is seen the McLean Asylum, for the insane; beyond is Cambridge this, together with Cambridge Port, and East Cambridge, forms the city of Cambridge, incorporated in 1847. In this place is Harvard University, known as Cambridge Colleges. Near this place is Mount Auburn, the great "City of the Dead." This place was consecrated, with great ceremony, on the 24th of Sept., 1831. Of all places around Boston, this is most worthy of a visit. It is situated about five miles from Boston. Its area is twice as large as that of Boston Common. The first tenant of Mount Auburn was Hannah Adams, who died December 15th, 1831, aged seventy-six.

At the right, and beyond Cambridge, can be seen the Observatory, easily distinguished by its oval dome.

At the right of Cambridge, and nearly in front of the window, is West Cambridge; and at the extreme right is Medford, noted for ship-building. The Convent ruins, on Mount Benedict, may be seen by close observation. They are easily mistaken for ordinary brick buildings. They lie nearly in the direction of the road on the hill, (Winter Hill,) a little to the right, and about one third of the distance to the hill. This splendid edifice was destroyed by a mob. At the right is the Mystic River, which forms a junction with Charles River, between Boston, East Boston, and the Navy Yard. Near the corner of the monument grounds, at the right, is the Charlestown High School House, dedicated June 17th, 1848. The hill beyond is Bunker Hill; this, on which the monument stands, being Breed's Hill. Orders were given to fortify Bunker Hill, but, by mistake, — whether intentional or otherwise, remains unknown, — this hill was fortified, and the battle fought thereon.

From this window can be seen Wachusett Mountain, in Massachusetts, and Monadnock, Kearsarge, and White

Mountains, in New Hampshire. Manadnoc Mountain lies nearly in front of the window, and a little to the left of the road, over Winter Hill. To the left of this, and nearly over Cambridge, may be seen Wachusett Mountain. At the right of Manadnoc, and to appearance near each other, are Kearsarge and the White Mountains. None of these mountains can be seen, except in clear weather ; and the White Mountains only when the atmosphere is remarkably pure, which happens but a few times in the course of the year. This is the highest elevation of land in New England. The bridge seen near the State Prison, and running nearly in the direction of the Insane Hospital, is that of the Fitchburg Railroad. That running to the right of the same is the continuation of the Boston and Maine Railroad. That seen at our extreme right is Malden Bridge.

The scenery from this window is scarcely less beautiful than that from the last, although most of it is of quite a different character. We will now turn to the window, marked,

NORTH.

The principal views from this window, are Malden, Chelsea, and Lynn. Malden is the town at the left, and at the extreme right is Chelsea Bridge, leading from Charlestown to Chelsea. The village is at the right of its terminus.

The large brick building at the left of the bridge, is the United States' Marine Hospital ; that with the dwelling house and the grounds around, including nearly the whole hill, belong to the United States' Government. Nearly over Chelsea can be seen Lynn, celebrated for its large manufacture of shoes. The extreme end of the low point of land, running to the right, is Nahant.

We here close our views, But if the spectator wishes to have them before him at any time, just let him purchase one of *Mallory's Panoramic Views*, — for sale below, — and his desire is at once fully gratified.

THE BATTLE,

That ever memorable event, which this structure was erected to commemorate, was fought on the 17th of June, 1775 : most bloody in its details, most important in its consequences, fought on our own soil, it has consecrated these heights to everlasting fame. The redoubts and entrenchments, which sheltered the heroes of that bloody day, are nearly level with the earth ; yet, in some places, portions of them are still visible.

The forces employed by the British, numbered about four thousand regulars, besides a battery on Copp's Hill, in Boston, and seven vessels of war, lying in different directions from the hill. Their loss, in killed and wounded, was about one thousand one hundred.

The number of American forces was about one thousand eight hundred, and their loss, in killed, wounded, and taken prisoners, was about four hundred and fifty.

THE MONUMENT,

Which is composed of granite from our hills, has been erected to point out to generations yet unborn the spot where was fought the most memorable battle during the whole struggle for our independence. On the 17th of June, 1825, the corner-stone of this obelisk was laid, by the illustrious Lafayette, — “ our nation's benefactor,” — in the presence of a vast concourse of citizens, some of

whom were on this eminence fifty years prior, manfully fighting in freedom's cause.

An address was delivered upon that occasion, by the Hon. Daniel Webster.

The depth at which it was laid was not sufficient to resist the action of the frost, and it was removed, and re-laid; and on the 21st of July, 1827, the base on which it stands was completed. So long as the funds held out, the work went on successfully, under the direction of Mr. Solomon Willard, the architect, who generously contributed one thousand dollars, and gave three years' labor to aid in this truly great and patriotic undertaking. It was raised but a short distance, however, for want of funds. The labor was renewed at sundry times, from 1827 to 1835, until its height was about seventy-five feet.

In 1840, an effort, which proved successful, was made to raise funds to complete the structure. The ladies of Boston, assisted by contributions from all parts of the Commonwealth, and various parts of New England, held a fair in Sept., 1840, from which they realized about forty thousand dollars. A contract was immediately effected with Mr. James S. Savage, who commenced his labor in the spring of 1841, and finished it in 1842. On the 17th of June, 1843, a celebration, in honor of its completion, was held, upon which occasion, the President of the United States, (John Tyler,) and all his Secretaries were present; and a vast concourse assembled to share in and witness the celebration.

A large portion of the remaining heroes of the Revolution were present, many of whom were there at the laying of the corner-stone, just eighteen years before, and, also, sixty-eight years prior, at the great struggle against oppression.

Hon. Daniel Webster delivered an eloquent and appropriate address to the assembled thousands.

THE SMALL MONUMENT which stands directly in front of the entrance, is an exact model of the one erected by King Solomon's Lodge, in 1794, in memory of General Warren and his associates, who fell in the battle on Bunker Hill. This monument was about thirty-two feet in height, and stood outside the redoubt, which was near the west side of the monument grounds, on the spot where General Warren was supposed to have fallen.

THE TOP-STONE.

The following is an account of the manner in which the top-stone was raised to its place.—

“For the purpose of raising the stone to its place, a pair of shears was rigged directly over the monument, one leg on each side, resting upon timbers projecting from the windows. The shears were sloped towards the city. The difficulty of attaching the ropes to the block (as no holes could be drilled into it) was obviated by leaving projections on two sides, like ears, to which the ropes were attached. It was then raised and deposited in its place, without any trouble or the slightest accident. The weight of the block is about two tons and a half.”

ADMITTANCE FEE.

“Admittance to the Monument, 15 cents.”

All the money received for admittance is expended upon the grounds, for keeping in order, beautifying, &c.

HEIGHT

The distance from the bottom to the top is two hundred and twenty-one feet, and is ascended by two hundred and ty-five steps.

The following is the inscription upon the two Guns in the top, — the “Hancock” and “Adams:”—

SACRED TO LIBERTY.

**THIS IS ONE OF FOUR CANNONS WHICH CONSTITUTED
THE WHOLE TRAIN OF FIELD ARTILLERY,
POSSESSED BY THE BRITISH COLONIES OF
NORTH AMERICA,
AT THE COMMENCEMENT OF THE
W A R .**

ON THE 19TH OF APRIL, 1775.

**THIS CANNON,
AND ITS FELLOW,
BELONGING TO A NUMBER OF CITIZENS OF
BOSTON,**

**WERE USED IN MANY ENGAGEMENTS
DURING THE WAR.**

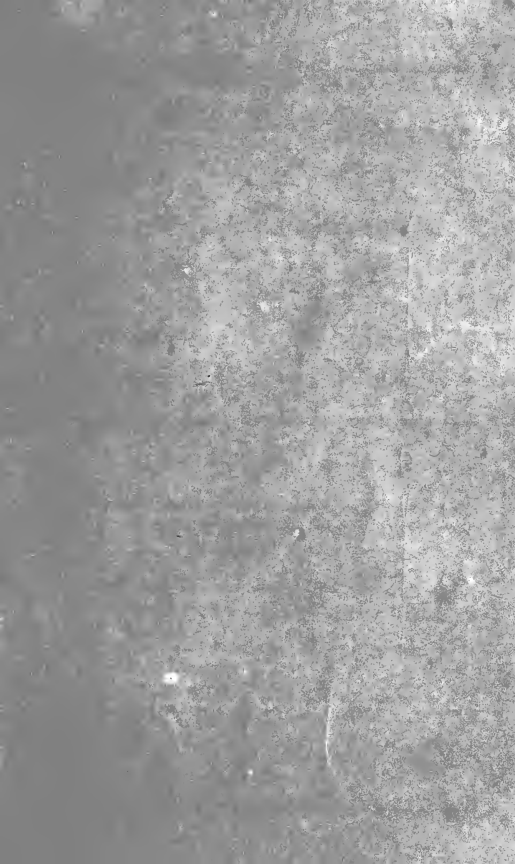
**THE OTHER TWO, THE PROPERTY OF THE
GOVERNMENT OF MASSACHUSETTS,
WERE TAKEN BY THE ENEMY.**

—
**BY ORDER OF THE UNITED STATES,
IN CONGRESS ASSEMBLED,
MAY 19TH, 1788.**

These two guns were used many years by the “Ancient and Honorable Artillery,” and by them the Adams was burst in firing a salute.









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LEXINGTON BATTLE GROUND.

Strangers in Boston will be glad to avail themselves of opportunity of visiting the memorable spot where the blood was shed in the American Revolution.

Lexington is ten miles from Boston, and the ride to the railroad through West Cambridge is delightful. The station in Lexington is near the Battle Ground.

The Lexington and West Cambridge Railroad Cars leave for Boston, Fitchburg Depot, and return from Lexington at convenient hours, according to the season of the year.

Information may be obtained from the advertisements in the daily papers, and at the Bunker Hill Monument.